

DOCKETED

Docket Number:	26-ALT-01
Project Title:	2026-2027 Investment Plan Update for the Clean Transportation Program
TN #:	269880
Document Title:	Michael Daft Comments - Electrify America Comments on 26-27 CTP Investment Plan Update
Description:	N/A
Filer:	System
Organization:	Michael Daft
Submitter Role:	Public
Submission Date:	5/7/2026 12:18:59 PM
Docketed Date:	5/7/2026

*Comment Received From: Michael Daft
Submitted On: 5/7/2026
Docket Number: 26-ALT-01*

Electrify America Comments on 26-27 CTP Investment Plan Update

Please see our attached comments.

Additional submitted attachment is included below.



May 07, 2026

Mabel Aceves Lopez
California Energy Commission (CEC)
715 P Street
Sacramento, California 95814

RE: Electrify America comments on the 2026–2027 Investment Plan Update for the Clean Transportation Program

Dear Ms. Aceves Lopez:

Electrify America appreciates the opportunity to comment on the 2026–2027 Investment Plan Update for the Clean Transportation Program (CTP) and thanks the California Energy Commission (CEC) for its continued thoughtful prioritization of program funds to support the current needs of the EV market.

Electrify America operates the largest open network of hyper-fast EV chargers in the United States, offering speeds up to 350 kW, including more than 1,450 chargers across more than 290 publicly accessible locations in California. With over half of our California investment to date directed to low-income and disadvantaged communities, programs like the CTP have played a foundational role in expanding access where it is needed most, and continued strategic investment is essential to sustain EV adoption momentum and reinforce market confidence.

Support for Prioritizing DC Fast Charging in Underserved Areas

Electrify America strongly supports the draft's proposal to focus light-duty charging investments on DC fast charging (DCFC), particularly in communities where existing public DCFC is limited or unavailable. Prioritizing DCFC in these communities is fundamentally an investment in access and equity. As we have noted in past comments, multi-unit dwelling residents, who are disproportionately lower-income, often rely on fast charging as their primary charging source far more often than home or public Level 2 charging. Drivers without access to at-home charging cannot meaningfully participate in the EV transition without a reliable, accessible DCFC network. CEC investment in DCFC in underserved communities is therefore not just a coverage strategy; it is the most direct way the CTP can ensure the benefits of transportation electrification reach the widest array of Californians. We encourage Staff to continue prioritizing DCFC projects, including solicitations that close coverage gaps across the state and support a statewide EV transition.

Continued Investment in Clean Transportation Workforce Development

Electrify America supports the proposed allocation of CTP funds for workforce training and development, and we encourage the CEC to expand and diversify the pathways available to grow this workforce. As California's charging network scales, the need for skilled installers, electricians, and service technicians is growing faster than current training pipelines can accommodate. Operators across the state, including



Electrify America, routinely encounter workforce capacity as a real constraint to the speed at which projects can be installed, energized, and maintained.

We encourage the CEC to use CTP workforce funding to support a broad portfolio of training and credentialing pathways that can move workers into the field quickly, and to prioritize programs that build a diverse workforce. Investments in service and maintenance training are particularly important to keep deployed chargers reliable over their full useful life, and reliability is foundational to driver confidence in the network.

Prioritize Proven Programs as Funds Tighten

Electrify America appreciates the \$48 million proposed for light-duty charging infrastructure in Fiscal Year 2026–2027 and recognizes that projected allocations will decline in the two subsequent fiscal years. Given limited available funding, we encourage the CEC to consolidate available funding into programs with a proven track record of impact. Programs that have demonstrated strong subscription, deployment, and equity outcomes give Staff and applicants alike the confidence that limited dollars are translating directly into chargers in the ground. They also build market familiarity, allow Staff to refine program design over time, and reduce per-dollar administrative overhead.

CALeVIP is a strong example of this model. It is well understood in the market, has been heavily subscribed across multiple funding waves, and is purpose-built for DCFC, the segment Staff has rightly identified as the priority for light-duty investment. We recommend prioritizing programs with this kind of demonstrated impact, particularly those that expand access in underserved and rural communities. To further amplify the impact of these dollars, we encourage predictable scheduling of funding rounds so industry partners can plan against State investment and scale alongside it.

Our Continued Support

Electrify America remains committed to partnering with the CEC to advance California's transportation, equity, and climate priorities, and we look forward to continuing to work with Staff as the 2026–2027 CTP Investment Plan Update is developed. Thank you again for the opportunity to comment.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Michael Daft', is written over a faint, light blue rectangular background.

Michael Daft
Gov't Affairs & Public Policy Lead – State Government
Electrify America, LLC